lew Brief Filed in the Talbot J. Taylor Suit-Southern Pacifie's Salt Lake Cut-Off Is Expensive, but Officials Declare That Progress Is Satisfactory.

Another brief has been filed in the United States Circuit Court of Appeals at Cincinan in the case of the minority stockholders f the Southern Pacific Railroad vs. the nion Pacific Railroad Company. The orief prays for a reversal of Judge Lurton's ocision rendered several weeks ago and asks that the officers of the Southern Pacific Railroad be enjoined from receiving any otes offered by the Union Pacific or in its sehalf, and that a special master be appointed to preside at the coming election the Southern Pacific Company. The orief is filed on behalf of Talbot J. Taylor and James J. Taylor. The case will be argued among the first at the October sit-

At the office of Talbot J. Taylor & Co. vesterday nobody had anything to say about the case. In another quarter, it as said, in explanation of this action, that the passing on of the notes to the Southm Pacific was considered an attempt to pile up further indebtedness on the latter road, which might eventually end in the loss oy it of the Central Pacific branch.

The notes referred to are those for \$10,600,000 negotiated by the Union Pacific some days ago Wall Street has been

some days ago wan street has been speculating lately as to the uses to which the \$10,000,000 loan will be put. The official statement given out regaring the transaction was merely that it had been closed by the Union Pacific Company "for the of financing the requirements of i companies." This official state-ided: "The Union Pacific has an exleemed it well under prevailing conditions o avail itself of its credit for the benefit of its affiliated lines, the surplus earnings of which, it is expected, will provide for the

The Union Pacific-Southern Pacific man-agement has now been at work for many ments upon the building of a great South-ern Pacific cut-off across Salt Lake. Re-norts have reached this city of great diffientities encountered in carrying through this undertaking, because of the failure to find a stable bottom to the lake. A great ical of money has been already spent in the work, and the suggestion was made yester-lay that one reason for the negotiation of he recent Union Pacific loan might be the heavy expense attendant upon the cut-off

Despite the reports from the West, local representatives of the Union Pacific-southern Pacific system, who were seen seithern Pacific system, who were seen vesterday, while unwilling to go into particulars, stated that the cut-off work has been so far satisfactory. They said it has not presented especial engineering difficulties and attributed the reports from the West to disappointment that Salt Lake City was not benefiting by the new Southern Pacific construction. ific construction.

They were not willing to give details as to the uses to which the money raised by the \$10,000,000 loan will be put. Wall Street, however, thinks it has good reason for the belief that the greater part, if not all of the money, will be expended in improving the Southern Pacific system.

CORN DOING WELL, But Generally Small-Unfavorable Report

on Spring Wheat. Washington, July 21.- The weekly summary of crop conditions issued to-day by

the Weather Bureau says: "While the temperature in the central valleys, Lake region and Atlantic coast districts has averaged considerably below normal, no unfavorable effects from cool weather are apparent from the reports, except in portions of the Middle and South Atlantic States, where growth was checked to some extent. The need of rain continues in portions of the lower Ohio and central sissippi valleys, North Dakota, northern Minnesota and western Texas, and is beginning to be felt in the central Gulf States, Oklahoma, southwestern Kansas and por- Realty.

Corn has made favorable advancement central and eastern districts of the corn central and eastern districts of the corn belt. Aska rule, the crop is in a good state of cultivation, except in the upper Ohio Valley and Middle Atlantic States. In portions of Indiana, Missouri, southwestern Kansas, Arkansas, Oklahoma and Texas corn is in need of rain to a greater or less extent.

"The winter wheat harvest is practically completed, except in a few of the more northerly States. Weather conditions have been favorable for threshing, which work is in general progress, the yields continuing light.

"The reports respecting spring wheat are not favorable. The late sown in the Red River Valley in Minnesota is believed be beyond recovery, while heavy rains we kept the lowlands in the southern portion of the State flooded and have caused dging in the uplands. Rains in south-ist and extreme northeast parts of North Dakota have improved the crop, and in South Dakota spring wheat is filling well, rept in the southeastern part and in Iowa. where it is unfavorably affected by rust.

First Bale of 1903 Cotton.

The first bale of cotton of the 1903 crop rived here yesterday morning and was sold at noon on the sidewalk in front of the Cotton Exchange for 261/2 cents & pound. George W. Cummings made the jist bid of 15 cents and the last bid, which

The cotton was raised in Zipata county, ex. and was shipped from Houston, ex. to Lutham, Alexander & Co., who put up for sale. The cotton was said by the experts to be of unusually high grade. It was received here considerably later than the first bale of the 1902 crop, which was sold in front of the Exchange on July 2, 1900.

Assistant to Lehigh's President. President E. B. Thomas of the Lehigh

Valley Railroad has appointed J. W. Platten assistant to the president, in charge of the financial traffic and purchasing departments. Mr. Platten's headquarters will he in Philadelphia .

Business Troubles.

Judge Giegerich of the Supreme Court has Speciated Matthew J. Moliahan receiver the Gian Sirie Workers, which has an office at 156 Fifth avenue, on the application of E. vison, who obtained a judgment against be concern on Feb. 11 for \$114 to wind up \$ 4 ffairs, and the bond of the receiver was Net at \$5,000. It was stated that the corposition has money, lands and options on lands a counties outside of New York city, which refuses to devote to the payment of the figure of the Peter Wiederer, manufacturer of mirrors, formerly at \$21 Broadway, who filed a petition in bankruptcy on Feb. 28, with liabilities \$102,022, has settled at 7½ cents on the dollar.

FINANCIAL NOTES.

ices received in Wall Street yesterday on Francisco quoted a friend of Charles ) 8 vice-president and general manager Grand Truck Railway system, as an-ing that Mr. Hays is to be the president Grand Truck Pacific Railway Company. Despatches received in Wall Street vester-lay from \$1 Louis announced that \$\lambda\$. Robert-lay from \$1 Louis announced that \$\lambda\$. Robert-of the Walnsh, would become manager of the Western Maryland and the West Virginia entral roads on \$\lambda\$ug. 1. These two roads are links in the line which the Wabash will wind to Bultimore.

Announcement is made that J. W. Platten, fle's treasurer, has been appointed assistant of the president of the Lehigh Valley Rail. McGompany, wish office at 228 South Third Heet, Philadelphia, Mr. Platten will have large of the financial, accounting and purhasing departments of the company.

GOSSIP OF WALL STREET.

On the market's initial weakness yester-ATTEMPT TO FORBID PASSING day there was heavy buying of railroad stocks for both short and long account, proceeding in either case with a singular disregard for the extraordinary selling of Steel and the further decline of Rock Island. The confusion of buying and selling orders was rethat Steel and Rock Island and one or two other stacks were depressed to facilitate dorf crowd and the New street clique took a lot of stocks during the day, the Waldorf crowd bidding for those it bought, and the New street clique doing its buying more quietly. Field supported Steel, as also did Housman. Field was a heavy buyer around the room, but was thought to be selling through other brokers. Harris, Gates & Co. were the most aggressive sellers in general, but there were some who suspected that this house really bought on balance, doing its buying through other houses and its selling

> A good many brokers are advising such of their clients as can afford to ignore fluctuations to buy high grade stocks like Northwestern, Consolidated Gas, Illinois Central, St. Paul and Pennsylvania for the "long pull." The intending purchaser is warned however, that he must be prepared to see prices go lower, since nobody can hope to 'call" the extreme bottem. Some brokers have observed quiet buying of this character and expect it to increase on any further

Steel common contributed about one-sixth of the total transactions in yesterday's session, and those who had been insisting that the stock's decline must culminate in a heavy volume of trading on a new low level ventured the opinion last night that a turn must be about due. Harris, Gates & Co. were the heaviest sellers of the stock, putting out some 8,000 shares of the preferred in the first hour. Their selling of both classes was estimated at as much as 20,000 shares. They did this selling openly, and the point was much debated whether it was good selling or not. By some it was argued that genuine liquidation on a larger scale would most probably be done through a house of bearish repute in order to excite opposition. Heavy selling orders were executed by houses with Pittsburg connections. Traders participated actively in the selling. On the decline a very large short interest was covered. It was predicted at midday that a further break would be seen in the late afternoon, 22 being the price named for the common stock. It sold at 22 in the last half hour. Scattered liquidation so increased the floating supply that the shorts found it very easy to cover.

Although 24 was the lowest official quotation for Steel common in the panic of May 9, 1901, the stock actually sold as low as 19. For the preferred 69 was the extreme low panic price.

The selling of Rock Island common was not so urgent as it had been, but still was persistent enough to force the price to a new low record at 24. The name of Harris, Gates A Co. was given up on some of the buying, the impression arising that a large short ing perhaps 10,000 shares on the decline, but a large proportion of the stock he bought came out again through other brokers. The general character of yesterday's buying in Rock Island, however, was regarded as the best that had yet been seen on this decline. It is reported that a line of between 30,000 and 35,000 shares has been liquidated for the account of a St. Louis interest associated with the old St. Louis and San Francisco

Harris, Gates & Co. sold United States

It is believed that the weakness recently in all districts, but in the principal corn States it is variable as to size and condition, being generally small, especially in the central and eastern districts of the corn ing more than the liquidation of strained bull accounts, the elimination of which is a source of satisfaction.

> higher prices. Last night at dinner I sat lations between the Hiltons and Mr. Smith with three friends, outsiders you would call are not harmonious. them, who were very bullish on the market and on a few stocks particularly. I suggested that they let me buy some for them, but each one said he was already over-extended in other things. The public is carrying more stocks outright than it ever carried before, and since it increased its holdings in the bull market it got its stock at higher prices than these and is, therefore, in no mood to buy more on any terms."

The new Rock Island 4 per cent. bonds are low selling below the older 4 per cents., a phenomenon the only explanation of which that the collateral underlying one class of bonds is deemed better than that underlying the other. The 4s are secured by the old Rock Island stock, whereas the new 5s are secured by St. Louis and San Francisco stock. that has not been paying dividends.

Content sold Tennessee Coal and Iron stock

a talkative room trader, "that the old Western contingent is hammering the life out of the market. Although I have known that crowd to seem to be doing things it wasn't doing at all, I guess there is no doubt that it has been selling a lot of short stocks on this low level, and I merely ask if anybody remembers who it was that bought stocks at the extreme top only eleven months ago, and bulled St. Paul above 190 until the Standard | 225 Fourth avenue, who was the mason-Oil people began openly to deliver out cer- builder of the Ireland building at West tificates and had loans aggregating about \$60,000,000 when the break came in September? Last summer it seemed that there was no top to the market, just as now there seems to be no bottom to it, and the same crowd that was buying it then is selling it now. It's the easiest thing I know of to sell stocks at the bottom."

The borrowing demand for stocks in the loan department yesterday was much diminished, indicating that the short interest had been heavily reduced. The average loaning rate was from 2½ to 3 per cent. Owing to the continued scarcity of New York Central that stock loaned all day at from 1 per cent. to a "flat" rate. The demand was not so large, but the supply of stock was very small. Pennsylvania loaned at 2 per cent. or at fractional concessions from the prevailing rate. This was also due to a scarcity of stock. rather than to anything numsual about the borrowing demand. There was a fairly active inquiry for Amalgamated Copper. Union Pacific and Atchison. The remaining short interest is believed to be something normal. Industrious short covering was terday's market.

the discharge. The discharge hinged on a transfer of an accident insurance policy in a

t ouct Calendars This Thay.

Appellate Division Supreme Court Recess.
Supreme Court Special Term, Part I. Molion calcular called at 1030 A. M. Part II.—Exparie
St. Vincent de Paul Society Incorporated. calendar canded at 10:30 A. M. Part II.—Fa parter matters.

Surrogates' Court—Chambers.—For probate—Wills of James Clews, at 10 A. M.; Amelia Wright, Thomas F. Haynes, Ellen Casey, Eliza O'Brien, Catharine Prior, Walter O. Escluvege, Caroline S. Reid, at 10:20 A. M.; Ellen M. Canty, at 11 A. M.

City Court—Special Term.—Court opens at 10 A.M. Motions.

\$3,500,000 fusion of buying and selling orders was remarkable. It was apparently a studied effect.

The suspicion grew as the session progressed that Steal and Rock Jaland and one or two.

Tax Exempt Gold Bonds (Payable in Fifty Years)

TO BE SOLD WEDNESDAY, JULY 22, 1903

OFFERED DIRECT TO INVESTORS

A legal investment for trust funds, exempt from taxation except for State purposes. No "all or none" bids received, thus giving investors the same advantages as dealers. Bonds are awarded to bidders offering the highest premium.

Send bids in a sealed envelope, enclosed in the addressed envelope. TWO PER CENT. OF PAR VALUE MUST ACCOMPANY BID. It must be in cash or certified check on State or National bank of New York city. This deposit will, if requested, be returned day of sale to unsuccessful bidders. For fuller information see "City Record." published at 2 City Hall, New York.

Consult any Bank or Trust Company, or address

EDWARD M. GROUT, Comptroller City of New York

DRESSER TO GIVE \$50,000 BAIL

ARREST ASKED FOR IN SUIT OF MARY R. H. MAYER.

Bankruptey Proceedings Were On and U. S. Court Had a Say About State Court's Order of Arrest—Dresser's Counsel Says Only a Loan is involved.

Another twist was given to the financial roubles of D. Le Roy Dresser yesterday when he was directed by Judge Adams in the United States District Court to furnish a bond of \$50,000 within five days as a guarantee that he will not leave the jurisdiction of the court pending the bankruptcy proceedings against him.

The Court notified Mr. Dresser that unless he furnished such a bond it would not issue from executing an order of arrest issued by Justice Truax of the Supreme Court on July 10 in an action brought by Mary interest was being covered through that R. H. Mayer, who sues Dresser, alleging house. Jacob Field was a large buyer, tak- the conversion of \$50,000 worth of Mexican National Railway bonds.

Charles W. Mayer, a lawyer and promoter, appears in the case as attorney for Mrs. Mayer. He said yesterday that the \$50,000 worth of bonds were put in Dresser's custody under a trust agreement, despite the terms of which Dresser disposed of

Morris J. Hirsch, counsel for Dresser, said that his client would certainly furnish with the old St. Louis and San Francisco crowd. That would explain the recent liquidation.

Traders sold Erie on the theory that if the dividend were increased as expected the stock would be sold for profits, and that if the dividend were not raised it would be sold anyway. Announcement of the increase of the first preferred dividend to the full 4 per cent. rate was not made until after the close of the market, and will have its speculative effect this morning.

Louisville and Nashville exhibited marked weakness yesterday, closing at the extreme low price of 105.

Midding that his client would certainly furnish the \$50,000 band required by the Court.

"There was no conversion of any bonds," continued Mr. Hirsch. "Dresser and Mayer were abroad together last winter trying to float the securities of the United States Shipbuilding Company. When they were over there it occurred to Dresser that he had neglected, before going away, to provide for raising \$50,000 that would be needed by his own silk firm. He mentioned the fact, and Mayer lent him the fifty \$1,000 railroad bonds to use as he liked and to raise money on for his silk business. There was no trust arrangement and there could have been no conversion. Mayer is merely one of the creditors, and that \$50,000 is one of the debts Dresser couldn't pay when the crash came." the crash came."

WANT NEW HILTON GUARDIAN

three Hilton children, Albert, Vincent and at these bargain prices," a broker said, "is that it has been loaded with them at much ligher rolling. The prices is the prices of the prices of the prices of the prices is not a suitable person and because the re-

Albert B. Hilton inherited a large share of the \$6,000,000 estate of his father, Henry Hilton, and his children also came in for legacies under the will. Mr. Smith was appointed guardian of the estates of the children several years ago when their par-ents were about to leave for Europe. Col. Bartlett told the Surrogate that it had re-cently developed that Mr. Smith had in-Brokers say margins on Steel shares are kept up more willingly than on any other stock.

An unusual number of brand new steel certificates has lately been delivered around the Street.

The new Rock Island 4 per cent bonds are

Counsel for Mr. Smith in his reply declared that the guardian was devoted to the children's interests and should not be removed. All his investments, it was said, were approved by a surety company which bended him. Mr. Smith is a brother-in-law of Mrs. Hilton, and he attributes all the differences between them to litigation over Henry Hilton's estate. He says that he hed no desire to continue acting as guar-dian and intended to resign, but would not get out under pressure when he was innocent of wrongdoing. Surrogate Fitzgerald reserved decision on the application.

> IRELAND BUILDING CRASH. Builder Parker, Sued for \$600,000 Damages, Goes Through Bankruptcy.

Judge Thomas of the United States Discriet Court has granted a discharge from bankruptcy to John H. Parker, builder, of builder of the Ireland building at West Broadway and Third street when it collapsed on Aug. 5, 1895, and fifteen lives were lost. Parker filed a petition in bankruptcy on May 8, 1902, to get rid of claims against him for deaths and injuries. His total liabilities were \$792.689, of which \$600.000 were claims for damages and \$85.000 was a claim of John B. Ireland, who objected to the discharge. The discharge hinged on a transfer of an accident insurance policy in 1897, five years prior to the petition in

Putnam said informally that the petitioners had shown prima facie evidence that some

The Society of St. Vincent de Paul of Brooklyn has filed articles of incorporation with the Secretary of State at Albany. Mgr. Patrick J. McNamara, the vicar-general of the diocese, heads the list of directors.

PROPOSALS FOR THE CONSTRUCTION OF SECTION B OF THE B STREET AND NEW JERSEY AVENUE TRUNK SEWER-Office of the Commissioners, D. C. Washington, D. C. July 16, 1903.—Scaled proposals will be received at this office until 12 o'clock M. August 29, 1903, for constructing Section B of the B street and New Jersey Avenue Trunk Sewer in the District of Columbia, viz.: 1,125 fect of '15'0'x17'0' sewer and 1,425 fect of '16'0'x17'0' sewer. Forms, specifications and necessary information may be obtained at this office. HENRY B. F. MACFARLAND, HENRY L. WEST. JOHN BIDDLE. Commissioners D. C.

280 Broadway, New York

ARMY BUILDING, Whitehall St., New York, July 13, 1993—Sealed proposals, in triplicate, will be received here until 12 o'clock noon, July 27, 1993, and then opened, for turnishing olis, Turpentine, Paint, muriatie acid, metel polish, etc. Blank forms for bidding can be obtained at this office. Proposals must be signed by the bidder and enclosed in sealed envelopes marked "Proposals for Olis, etc., to be opened July 27, 1993," and addressed to the undersigned. D. D. WHEELER, A. Q. M. G., U. S. A.

U. S. ENGINEER OFFICE, 25 Pemberton Sq., Boston, Mass., July 21, 1903—Scaled proposals for rock excavation in Boston Harbor, Mass., will be received here until noon, Aug. 21, 1903, and then publicly opened. Information furnished on application. W. S. STANTON, Lt.-Col., Engrs.

HOTELS AND RESTAURANTS.

WHERE TO DINE 3 Park Pl

Cafe Martin

26 St. & Broadway.

Ale. a la carte—1 dh. Table d'hote Cortlan

Table d'hote dinner.

\$1.50. Music.

Restaurant a la carte.

Supper Cafe des Beaux Arts Tdh. \$1.50. Specialities alo.
So West 40th St. Suppers. Three orchestras.

So West 20th St. Suppers. Three orchestras.

Cafe de Logerot Fifth Ave. & 12th St. (Hours, 6 to 9 P. M.)

Hotel Lafayette Old Horel Martin. Also service a la carte.

WANT NEW HILTON GUARDIAN.

Children of Albert B. Seek Removal of Nathaniel S. Smith.

Col. Franklin Bartlett, as counsel for Albert B. Hilton and his wife, asked Surrogate Fitzgerald yesterday to remove Nathaniel S. Smith as guardian of the three Hilton children. Albert, Vincent and the wife asked Surrogate Fitzgerald yesterday to remove Nathaniel S. Smith as guardian of the three Hilton children. Albert, Vincent and

EXCURSIONS.

SEEING Energies the Island of Manhattan, showing the Statue of Liberty, Battery, Castle Garden, Hell Gate, Blackwell's Island, Pallsades of the Hudson Bridge, Ocean liners, the Navy Vard and thousands of other STEAM DAILY AND SUNDAY.

DALLY AND SUNDAY.

10 A.M., 2:30 P. M.
TIME ABOUT 3 HOURS.

YACHT ROUND Fare \$1.00 \*\*Starts from foot of West 22d Street, North River (Albany Day Line Pler). Office 5th Ave. & 23d St. side Flatiron Building. Telephone, 4076 18th Street.

CONEY ISLAND

Leave FOOT 22D ST., North River, 9:90, 10:90, 11:00 A. M., 12:00 M., 1:00, 1:45, 2:30, 3:15, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00 P. M.

Leave Pier (New) No. I. Half hour later.

North River.

Leave NEW IRON PIER, CONEY ISLAND, 10:40, 11:40 A. M., 12:40, 1:40, 2:40, 3:25, 4:10, 4:55, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40 P. M.

ROUND TRIP TICKETS, 25 CENTS.

ACKER, MFRRALL AND CONDIT'S LIQUORS and CIGARS served under company management.

PATTEN LINE

SOC .- LONG BRANCH AND BACK -- 300. SOC .- ASBURY PARK AND MACK-SOC. Highland Beach-Pleasure Bay, AND ALL NORTH JERSEY COAST RESORTS. AND ARE NORTH SERSE COAST RESOURCES.

LV W. 18TH ST. S:35, 11 A. M., 2:40 P. M. SATURDAYS, 8:55 A. M., 17:45, 2:40 P. M.

LV. BATTERY 9:30, 11:30 A. M., 3:10 P. M. SATURDAYS, 8:20 A. M., 11:16, 2:10 P. M.

A. LONG BRANCH, 7:10 A. M., 3:30, 4:46 P. M.

Ocean Going Steamers
Gen'l Slocum
Grand Domestin

West 120th St., 9 A. M.
West 120 St., 8:40, 10:00 A.M., 1:35 F. M.
Hattery Landing, 9:15:10:40 A.M., 2:05 P. M.
Leave Rockaway I A. M., 5:00, 6:15 P. M.
ROUND TRIP, 80 CENTS.

LONG ISLAND RAILROAD.

\*\*THE WAY TO THE SEA."

\*\*AAMBAATAN BEAAR

Leave 34th St., E. R., N. Y., week days, 5:30, 6:40, 7:40, 9:20, 11:00 A. M.; 12:10, (12:40 Race Days, B. B. R. A.), 1:10, 1:40, 2:10, 2:40, 3:10, 8:40, 4:0, 5:10, 6:00, 6:40, 7:10, 7:40, 8:10, 8:40, 8:30, 10:30 P. M.

Leave East N. Y. 25 minutes after 34th st. time

\*\*ROUKAWAY BEACH\*\*

Leave 34th 8t., E. R., N. Y., week days, 5:40, 0:40, 8:30, 9:20, 10:30, 10:50, A. M.; 12:50, 1:50, 2:30, 4:20, 5:20, 6:30, 7:20, 8:00, 9:20, 10:30, P. M. Additional traine Seturday, 1:20, 2:30, 9:50 P. M.

WEST POINT. NEWBURGH & POUGHKEEPSIE.

Orand Dally Cuthers (except Sunday
By Palace Lion Day Line Steamers
"NEW YORK" and "ALBANY."

From Erocklyn, Fulton St. (by Annex). 8:00 A.M.
New York, Desbrosses St. pler. 8:40
"West 22d St. Pler. 9:00
"West 27th St. Pler. 9:00
Returning due in New York 5:30 9:20
Returning due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.
AFTERNOON BOAT, STR. MARY POWELL.

"The New York World's Fair." the world. Interesting novelties. Exhibition extraordinary! a Band of Genuine Hindoo Jugglers. Grand concerts, magnificent foliage, rare plants, horticultural wonders, unequalled menagerle, museum and aquarium; ALL FREE, Delightfulsali on swift site amers.

and aquarium; ALL
FREE, Deligatriulsali
on swift at ea mers.
Glen Island clam bake.
Dinners a la carte, 'Klein
Deutschland.' The Dairy,
Boating, Bathing, Bowling, Billilards, Fishing,
TIME TABLE—SUBJECT TO CHANGE—LEAVE:
Cortlandt Street pler, 9:00, 10:00, 11:00 A. M.,
12:00 M., 1:30, 2:30, 3:48, 5:15 F. M.
Bridge Dock, Fulton Ferry, Brooklyn, 9:30, 10:20,
11:20 A. M., 12:20, 2:00, 2:50, 4:00 P. M.
East 32d Street, 8:30, 10:00, 10:48, 11:45 A. M.,
12:45, 2:18, 2:45, 3:18, 4:30, 5:45 P. M.
Leave Glen Island, 11:00 A. M. for Cortlandt
Street only; 11:15 A. M. for 32d Street and Brooklyn; 12:00 M. and 1:00 P. M. for Cortlandt Street
only; 3:00, 5:00, 6:00, 7:00 and 8:00 P. M. for all
landings. Extra boats on Sundays and holidays.
EXCURSION, 40 CENTS.

including admission to all attractions.

THE 5:000 TON TWIN SCREW STEAMER "City
of Savannah" will go to the yacht races.

OCEAN STEAMERS. ROUND THE WORLD OUR THIRTY-SECOND ANNUAL SERIES of Tours Around the World leave San Francisco September 20, October 15 and 23, and Vancouver October 5, for Grand Six Months' Tour, visiting HAWAII, JAPAN CHINA (One Party MANILA), STRAITS SETTLEMENTS, CEYLON, INDIA, EGYPT, EUROPE, etc. Inclusive arrangements, strictly first class throughout. Each party limited.

Write for Illustrated Programme. THOS. COOK & SON 261 & 1185 Broadway, New York.

JAPAN-CHINA Hawaii and Philippine Islands.

Hamburg-American. For PLYMOUTH—CHERBOURG—HAMBURG. Twin-Screw Express and Passenger Service.

RWID-SCREW EXPLOSES and Passenger Service.

Bluecher, July 23.10 A.M. P. Siglismund, Aug. 15.0AM
Pretorla... Aug. 1, noon
Moltke... Aug. 6, 10 A.M. Pennsylva, Aug. 20, 10 A.M.
Waldersee, Aug. 8, 5 A.M. A.Vietorla, Aug. 77.10 A.M.
S. S. BILLECHER, JULY 23, WILL SAIL AT 10
A.M. INSTEAD OF SA.M.
HAMBURG-AMERICAN LINE.
Offices, 35 & 37 Broadway. Plers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMENaiser Aug. 4, 10 A.M. Kaiser Sept. 1, 10 A.M. roppilnz, Aug. 11,7A.M. Kroupilnz, Sept. 8,030 AM. Wm. II. Aug. 25,730 A.M. | K.W. H. I Sept. 22,630 AM. OELRICHS & CO., 5 BROADWAY, N. Y.

AMERICAN LINE. NEW YORK-SOUTHAMPTON-LONDON. St. Paul. July 22, 10 A.M. | Phila .. Aug. 12, 10 A.M. New York, Aug. 5,10 A.M. | St. Louis, Aug. 18,10 A.M.

RED STAR LINE.

CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands.

ANCHOR LINE Glasgow and Londonderry. Columbia, July 25,10 A.M. Furnessia. Aug. 8, noon Anchoria. Aug. 1, noon | Astoria. Aug. 15, noon First salcon, \$50 to \$100. Second cabin. \$35 and up; third class, \$26 and up. For new flustrated book of Tours apply to HENDERSON BROTHERS, 17 and 19 B'way, N. Y. CUNARD LINE TO LIVERPOOL VIA Queenstown.
From Plers of and 52, North River.
Campania, July 25, 4P.M. Lucania...Aug. 8, 3 P.M.
Umbria...Aug. 1, 11 A.M. Ftruria. Aug. 15, 10 A.M.
EXTRA TUESDAY SFRVICE.
Carpathia...Aug. 4, 2 P.M. | Aurania... Aug. 18, 1 P.M.
Carpathia...Aug. 6, 20, Gen. Agis. 29 B'way.

ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. Minnetonica, July25, 6A. M. Menominee, Aug. 8, 9 A. M. Min polls. Aug. 1, 11:304. M. Messon. Aug. 15, 9 A. M. Only first-eless passengers carried.
FOR BATES, ETC., APPLY TO I BROADWAY.

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.

Majestic July 22, noon | Oceanie, July 29, 0:30 A.M.
Celtic July 24, 5 P.M. | Cymric July 31, 11 A.M. Pler 48, North River, Office, 9 Broadway, New York STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND.
FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Foints.
Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19. N. R., foot of Warren St. week days and Sundays at 5:30 P. M.
PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pier 19. N. R., foot of Murray St., week days only at 6 P. M.
STONINGTON LANE for Stonington, Watch Hill, Narragansett Pier, Boston and East. Steamers MAINE and NEW HAMPSHIRE. Leave Pier 40. N. R. foot Clarkson St., week days only at 6 P. M.
NORWICH LINE for New London, Fisher's Island Block Island, Norwich, Worcester, Boston, North and East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pier 40. N. R., foot Clarkson St., week days only, 5:30 P. M.
NEW HAVEN LINE for New Haven, Hartford, Springfield and North. Week days Steamer RICH.
ARD PECK leaves Pier 40. N. R., 12:00 midnight, Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 0:30 A. M., 1001 3ixt St., E. R., 3:00 P. M.
TICKETS AND STATEROOMS all Lines at 167 261, 673, 1185, 1334 Broadway, 3 Park place, 25 Union Square, 245 Columbus Avenue, 275 W. 125th Street, New York 8:00 P. M.

TICKETS AND STATEROOMS all Lines at 167 261, 673, 1185, 1334 Broadway, 3 Park place, 25 Union Square, 245 Columbus Avenue, 275 W. 125th Street, New York 8:00 P. M.

TERETS AND STATEROOMS all Lines at 167 261, 673, 1185, 1334 Broadway, 3 Park place, 25 Union Square, 245 Columbus Avenue, 275 W. 125th Street, New York 8:00 P. M.

TERETS AND STATEROOMS all Lines at 167 261, 673, 1185, 1334 Broadway, 3 Park place, 25 Union Square, 245 Columbus Avenue, 275 W. 125th Street, New York 8:00 P. M.

TERETS AND STATEROOMS all Lines at 167 261, 673, 1185, 1334 Broadway, Brooklyn, 2nd at Flets.

NEW JERSEY CENTRAL Sandy Hook Route From Pier 8, Foot Rector St., N.R. Boats leave at 9:00, 10:00, 11:00 A. M., and 1:00. 2:00, 4:00, 5:00, 6:00, 8:00 P. M.; Sundays, 10:00 A. M., 1:00, 4:00, 8:00 P. M., for all

NEW JERSEY COAST RESORTS. PEOPLES' LINE ADIRONDACK OR DEAN RICHMOND leaves Pler 32, N. B., foot Caual St. at 6.P. M week days, connecting with express trains for SUM-MER RESORTS North, East and West. Saturday night steamer connects with Sunday morning train for SICARON SPRINGS, SARATOGA, NORTH CREEK and steamer on LAKE GEORGE. Summer Excursion book free. Orchestra on steamers.

TROY LINE

Excursion: Troy, \$2.50; Saratoga, \$4.50. Dining room on Main Deck. Searchlight Display Send for Booklet Excursion lours

JOY ONLY \$2.00
New York to Providence.
First-Class Service. Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M. from Pier 35. East River, foot of Catharine St. 'Phone: 800 Orchard. Orchestra on each steamer.

Palatial Steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest river boats in the world. Leave Brooklyn, Fulton St. (by Annez) 8.00 A. M.

Desbrosses St. Pier. 5440 A. M.

West 22d St. 9.20 A. M.

West 22d St. 9.20 A. M.

West 22th St. 9.20 A. M.

Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany, Dally, except Sunday. Special trains to Catskill Min. resorts and Saratoga and easy connections to all points East, North and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Most deligntful one-day outings to West Point, Newburgh or Poughkeepsie, returning on down boat, Restaurant open at 7 A. M. MUSIC.

STFAMER WARY POWELL

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Sats. 1:45 P. M.) W. 22d St., 3:30 P. M. (Sats., 2 P. M.), 129th St. con Saturdays and Holidays only, 2:20 P. M. For Highland Fails, West Point, Cornwall, Newburgh, New Hamburgh, Milton, Policepsie, Esopus, Ron-dout and Kingston. Orchestra on board.

BY SEA TO MAINE MAINE STEAMSHIP CO., IS THE MOST DELIGHTFUL SEA TRIP OUT OF NEW YORK.

Fast modern Steamships NORTH STAR and HORATIO HALL sail Mondays, Tuesdays, Thursdays and Saturdays. Direct route to the White Mountains, Bar Harbor, Rangeley Lakes, and all the famous Eastern Coast and inland Summer Resorts.

An unsurpassed sea voyage of nearly eight hundred miles.

Send for illustrated descriptive booklet, mailed free. Offices, 290 Broadway and Pier (New) 32 East River, New York. Telephone, 1200 Orchard.

CATSKILL EVENING LINE For Catakill and Catskill Mountain Points, Hudson and the Berkshires, Coxsackie and way landings. Steamer KAATERSKILL or ONTEORA, every week day from Pier 43 N. R. at 6 P. M., and from West 129th st. at 7 P. M.

Extra boat (ONTEORA) Saturdays, 1:30 P. M., from Pier 43: 1:50 from W. 129th St., for Catskill, Hudson by annex, and Majden.

Connections—Catskill Mountain, Boston & Albany and Albany & Hudson Railroads.

Special trains for Cairo, Palenville, Otis Summit, Haines Corners and Tannersville.

Dining Rooms on Main Deck.

Descriptive Folder Mailed Free.

HARTFORD LINE

from Pler 33 (New), East River, dally, except Sunday, at 5 P. M., for Connecticut River Landings, connecting for Springheid, Holydie, Northield and all New England points. Send for illustrated foider. BLOCK ISLAND, ORIENT, GREENPORT, SHELTER ISLAND AND SAG HARBOR BOATS
leave Pler 13, E. R., N. Y., near Wall st., week days, except Saturdays, 5:30 P. M.; Saturdays, J. P. M. MONDAYS, EXTRA TRIP, 8 A. M., FOR GREENPORT AND SAG HARBOR.

SOUTH NORWALK - ROTON POINT - BELLE ISLAND.
Steamer "Hampton," 31st St., East River, 2:45;
Saturdays, 1:45 P. M.

RAILROADS.

RAILROAD

STATIONS LOOK OF WEST TWENTY-THIRD STREET and DESBROSSES and CORPLANDT

STRIATS.

STRIATS.

STRIATS.

EF The leaving time from Desbrosses and Cortiandt Streets is five minutes later than that given below for Twenty-third Street Station except where otherwise noted.

7:35 A. M. FAST MAIL.—Parlor. Sieeping and Dialog Cars. For Chicago, Indianapoils and Louisville. Diting Cars. For Chicago, Indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland, Toledo and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toicdo and Cleveland. Hining Car.

5:85 P. M. ST. LOUIS EXPIGESS.—For Pittsburg, Cheinnatt, Indianapolis, Louisville, St. Louis, Dining Car. For Gary, W. Va. (via Shenandoah Valley Route.)

5:55 P. M. WE STIRN EXPIRISS.—For Chicago. For Toledo, except Saturday. Dining Car.

7:58 P. M. PACIFIC EXPIGES.—For Pittsburg and Chicago. For Knowythe, dally, via Shenandoah Valley Route. Connects for Cleveland, except Saturday. Hotel Lafayette

Old Hotel Martin.

Also service a in carie.
Cafe Boulevard

Tah. Binner, \$1.25

Cafe Boulevard

Tah. Lingardan Orchestra.

World Renowned Restaurant.
Terrapin, Game, Sheliash.

Healy's Bway, Col. Ave. & 66th St., offers to flat a good orchestra. Emp. of Japan. Aug. 17 [Emp. of Japan. Aug. 17]

Burns'

45th St. & 6th Ave. Fine Orchestra.

Healy's Bway, Col. Ave. & 66th St., offers to flat a good orchestra. Emp. of Japan. Aug. 17]

Brown of Japan. Aug. 17]

Hotel Capital a good orchestra. Emp. of Japan. Aug. 18]

For rates and information apply at 333 & 1 B way.

OLD DOMINION LINE.

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ATLANTIC COAST LINE -Express, 9:25 a. m. and 9:25 p. m. dally. SEABOARD AIR LINE RAILWAY.—Express, 12:55

and 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPFAKE AND OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 4:55 p. m. daily.

ATLANTIC CITY.—9:56 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains, Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Dinling Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

For points on New York and Long Branch Railroad (from West Twenty third Street Station), 7:49, 8:55 a. m., 12:10, 10 (Saturdays only, 2:25, 2:55, 3:25, 4:19, 4:55 and 8:35 p. m. week days. Sundays, 7:55, 9:25 a. m., 4:55 p. m. (from Desbrosses and Cortlandt Streets, 7:50, 2:90 a. m., 12:20, 1:20 (Saturdays only), 2:30, 3:10, 3:40, 4:20, 5:10 and 7:90 p. m. week-days. Sundays, Sunday

p. m. From Desbrosses Street only, 3.39 a. m., Cortlandt Street only, 3.45 a. m. week-days.

FOR PHILADELPHIA.
6.05, 7.25, 7.55, (Dining Car), 8.25, 8.55, 9.25 (Dining Car), 6.55 St. Louis Limited), 10.10 (Desbrosses and Cortlandt Streets, 10.20), (Dining Car), 1.25 a. m., 12.55 (Dining Car), 1.55 (Dining Car), 1.55 (Dining Car), 2.10 (Desbrosses and Cortlandt Streets, 2.20), 2.55, 3.25 (Dining Car), 4.55 (Dining Car), 8.25, 7.55, 8.25, 8.25, 8.25 p. m., 12.10 night, week-days, Sundays, 6.05, 7.55 (Uning Car), 8.25, 10.25 (Dining Car), 8.25 (Dining Car), 8.2 Siss (Dining Car), 7:55, 8:25, 8:25, 9:25 p. m., 12:10 might.

Ticket offices, Nos. 461, 1354, 113 and 261 Broadway; 182 Fifth avenue (below 23d St.); 263 Fifth avenue (corner 29th St.); 1 Astor House; West Twenty-third Street Station, and stations foot of Desproses and Corliandt streets; 4 Court Street, 860 Fulton Street, 360 Broadway, and Pennsylvania Annex Station, Broadyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotel and residences through to destination.

Telephone '911 Eighteenth Street' for Pennsylvania Railroad Cab Service.

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GEO. W. BOYD.

General Manager.

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6-27-1903.

New York and Boston All Rail.

N. Y. N. H. & H. P. B. and connections.

From Grand Central Station.

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## State | Sta THE SUFFALO TRAIN [ \*7,55 ms] \*8.00 ms
Tickers and Puliman accommodations at 16, 26, 256,
805, 1231 and 354 Broadway, 182 5th Ave., 36 Union Square
West, 245 Columbus Ave., N N, 260 Fulton St., 4 Court
St., 300 Broadway, and Ft. Fulton St., Brooklyn.
N. Y. Transfer Co. will call for and check baggage.

NEWYORK, ONTARIO & WESTERNRY.

1315 A. M. Way Train 18315 A. M. 715 A. M. Way Train 18315 A. M. Way Train 18315 A. M. 715 A. M. Day Express to Oswego 8007 A. M. 1905 A. M. Express 18315 A. M. 1140 A. M. Liberty Express 913 A. M. 1140 A. M. Liberty Special 12:00 Noon 12:00 Noon Express to Norwich 12:15 P. M. 12:00 P. M. Saturdays to Rockland 1:00 P. M. 3:00 P. M. Express to Rockland 1:00 P. M. 3:25 P. M. Express to Rockland 3:15 P. M. 15:40 P. M. Western Express . 6:00 P. M. "Saturdays only. 1Daily, Parior Car seats at 425 Broadway only.

NEWYORK

THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:
North and westbound trains, except those leaving Grand Central Station at 8:30, 11:39 A. M., 2:45, 3:30, 9:15, 11:30 P. M., will stop at 12:5th street to receive passengers ten minutes after leaving Grand Central Station.

All southbound trains account the "20th Centum". All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten ninutes before their arriving time at Grand Central Station. 66 will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12.10

A. M.—AMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.50

A. M.—ADIRONDACK. THOUSAND ISLANDS AND MONTREAL SPECIAL.

7.54

A. M.—SYRACUSE LOCAL.—Stops at all important stations.

8.30

A. M.—FEMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45, Niagara Falls 5:31 P. M.

8.45

A. M.—FAST MAIL.—21 hours to Chicago. Due Buffalo 1:45, Niagara Falls 9:07.

9.40

SPECIAL.

10.31

A. M.—SARATOGA AND MONTREAL SPECIAL.

10.32

A. M.—TRUPLAND EXPRESS.—Due Rutland 7:45 P. M.

11.30

A. M.—PRUPLAND EXPRESS.—Due Buffalo 1:15 A. M.

12.50

P. M.—SOUTHWESTERN LIMITED.—Due Buffalo 1:10 P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:39, Indianapolis 11:30 A. M., St. Louis 6:44 P. M. next day.

1.00

P. M.—\*CHICAGO LIMITED.—24 hours to Chicago via Lake Shore 24; via M. C. P. M.—SARATOGA LIMITED.—24 hours to Chicago via Lake Shore 24; via M. C. P. M.—SARATOGA LIMITED.—Saturday only. Due Saratoga 5:40 P. M.—Salkatoga Lake Shore. 24; via M. C. P. M.—SARATOGA LIMITED.—Except Saturday and Sunday; due Saratoga 7:10 P. M.—

2.50 hour train to Oaleago via Lake Saore. Electric lights and fans.

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M - ALBANY AND TROY FLYER --M.—ALBANY AND TROY EXPRESS 4.00 Local stops.

1.00 P. M.—DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.

1.00 P. M.—LAKE SHORE LIMITED.—23'6 hour train to Chicago. All Pullindin cars Due Cleveland 7.03'A. M. Cinchauti 130, indianapolis 3:10, Chicago, 4:00, St. Louis 9:45 P. M. next day.

1.00 P. M.—WESTERN EXPRESS.—28 hours to Chicago via bota L. S. and M. C. 7.00 & H. or Rudand.

1.00 P. M.—WONTREAL EXPRESS.—Via D. & H. or Rudand.

1.01 P. M.—BUFFALO. THOUSAND ISL-ANDS AND TORONTO SPECIAL.

1.02 P. M.—SPECIAL MAIL LIMITED.—Sicepling car only for Rochestor.

1.03 P. M.—SOUTH WESTERN SPB-CLAL.

1.04 P. M.—SOUTH WESTERN SPB-CLAL.

1.05 P. M.—SPECIAL MAIL LIMITED.—Sicepling car only for Rochestor.

1.07 P. M.—SOUTH WESTERN SPB-CLAL.

1.08 P. M.—CHICAGO THEATRE TRAIN. Local stops.
P. M. -\*DETROIT, GRAND RAPIDS and 4.00

Lake Snore.
P. M. -CHICAGO THEATRE TRAIN.
Cope Vincent, Ogdensburg, Bustalo, De-troit, Calcago and St. Louis.
Except Sunday. Civcent Monday.

\*Daily, †Except Sunday, ¶Except Monday.

# RRLEM DIVISION.

9:08 A. M. and 3:35 P. M. daily, except Sunday, to Pittsfield and North Adams; Saturdays only 2:40 P. M.; Sunday at 9:39 A. M. Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 201, 415, and 12:36 Broadway, 25 Union Sq. W., 275 Columbus av., 133 We at 125:45 st., Grand Central Station, 12:46 st. station at 138th st. station, New York; 338 and 726 Fulton st. and 106 Broadway, E. D., Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service, Baggage checked from hotel or residence by Westcot Express Company.

NEW YORK CENTRAL ROUTE NEW YORK BOTTOM AND

(New York Central and randson River R. R. Lessee.)
Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:
19:04 A. M., 112:00 noon, \*1:00 P. M., \*11:90 P. M.,
arrive Boston 3:39 P. M., 5:40 P. M., 10:99 P. M.,
6:15 A. M. BOSTON AND LBANY RAILROAD. 6:15 A. M.
Leave Boston \*9:00 A. M., \*12:00 noon, \*4:00 P. M.
\*11:00 P. M., arrive New York 3:30 P. M., 5:40 P. M.,
\*10:00 P. M., 6:11 A. M.
Tekets at New York Central ticket offices, 167, 415
and 1216 Broadway and at Grand Central Station.
A. H. SMITH.
GEORGE H. DANTELS,
Gen'l Manager.

WEST SHORE RAILROAD

READING SYSTEM NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (thme from South Ferry five minutes earlier than shown below). EASTON, BETHLEHEM. ALLENTOWN AND MAUCH CHUNK -21:00, (7:15 Easton only) 6:10 A. M., 1/20, 4/40, 5/00, 15/45 Easton only) P. M. Sunday, 3/425 A. M., 1/20, 6/30 P. M. WILKESBARRE AND SCRANTON -24:00, 9:10 A. M., 5/00 P. M. Sundays, 2/4/25 A. M., 1/2 M. A. M., 5:00 P. M. Sundays, 24:25 A. M., 1 P. M., LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT -24:00, 9:40 A. M., 1:30, 45:40 Lakewood and Lakehurst only), 4:30 P. M. Sundays, 9:15 A. M. ATLANTIC CITY - 19:40 A. M., 12:40 P. M. (1:00 VINELAND AND BRIDGETON - 121:00 A. M., P. M. \*12:15 mdt.

READING, HARRISEURG, POTTSVILLE AND
WILLIA MSPORT\* || 100. 25:25. 18:00. || 19:10.
(10:00, 11:00 A. M. Heading only). || 19:00. || 11:20.
12:00 P. M. Reading. Pott ville and Harrisburg
only. \*10:00, \*15:00 P. M. 12:00 P. M. Reading, Pottivilie and Harrisburg only, 14:00, 15:00 P. M. SANDY HOOK ROUTE—From it. Rector St., Pier S. Atlantic Highlands, Scabright, Monmouth Beach and Long Branch, Asbury Park, Point Pleasant, 9:09, 10:00, 11:00 A. M., 10:00, 2:00, 4:09, 5:00, 6:00 (S:00 Asbury Park) F. M. Sundays, 10:00 A. M., 10:00, 5:00 P. M. ZFrom Liberty Street only 'lially, 'Daily, except Sunday, §Sunday only, 'Farlor cars only,' INTA Tanaqua, Xaturdays, UNIA Tanaqua, Xaturdays, UNIA Tanaqua, Xaturdays, UNIA Tanaqua, 25 Union Schare West, 163 Frast 125th St., 233 West 125th St., 245 Columbia Av. York, 16:00 Erectivity, 19:2 The St., 244, 8:00 Fullon St., Frocklyn; Sun Broadway, Williamshure, New York Transfer Co., (alls for and checks baggage to deafnation, W. G. BESLER, C. M. BURT, Vice Pres, and Gen. Mgr., Gen. Fass'r Agt.

ROYAL BLUE LINE
NEW JERSEY CENVICAL R. R., PHILADELPHIA AND READING RY, and BALTIMORE AND OHIO R. R.
Balto-Washington 1975 AM 1800 AM Buffet
Balto-Washington 1975 AM 1970 AM Diner
Ratto-Washington 1975 AM 1970 AM Diner
Ratto-Washington 1975 AM 1970 AM Diner
Ratto-Washington 1975 AM 1970 PM Diner
Ratto-Washington 1975 PM 1970 PM Diner
Ratto-Washington 1975 PM 1970 PM Ruffet
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BALTIMORE & OHIO RAILROAD.

Lackawanna Railroad.

\*\*1000 A.M. For Binghamton and Syracuse \*\*1000 A.M. For Buffalo, Chicago and St. Louis. \*\*110 P.M. For Buffalo and Calcago. \*\*110 P.M. For Buffalo and Calcago. \*\*1400 P.M. For Stranton and Flymouth. \*\*410 P.M. For Buffalo and Chicago \*\*845 P.M. - Citea, Oswego, Itanca, Buffalo. \*\*2400 A.M. - For Chicago - Siepers open 9 P.M. Tickets at 187, 423, 1183 Broadway, N. Y.; 333 Pulton st., Brooklyn. \*Dally, †Except Sunday, XThursdays, Fridays and Saturdays.

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